2: Jochelson E-5 (1884-1902) 1933 Yakut (RV2)
SIBIRIAK (RR4)



ing a poor Yakut for money, but this incident did not come to the knowledge of the Russian administration.

Being vegetarians, the skoptsy kept horses for driving and farming and horned cattle for their milk and milk products. They kept birds for their eggs.

In 1904 the *skoptzy*, according to a manifesto from the Czar, were allowed to return to European Russia and, beginning in 1905, they started to leave Yakut Province, by villages. On their westward journey they told everywhere of their success in carrying on agriculture in Yakutsk Province. Many Russian peasants set out for Yakut Province to occupy the land of the *skoptzy*, but without their resources were unable to carry on their agricultural pursuits on the same scale.

*Yakut Agriculturists.* The Yakut learned the technique of soil cultivation from the Russians from whom they also received seed. Their first sowing was in 1853 in the valley of the Maya River, thus it is only about seventy-five years since the native population became agriculturists. From that time, agriculture developed rapidly. In the first half of the eighteenth century about 400 to 450 acres were sown in Yakut Province; in 1891 over 16,000 acres, and in 1917, about 34,000 acres. It is interesting to note that three-fifths of the tilled land was cultivated by the Yakut.

The proportion of cereal plants sown was and remains almost constant. In the period between 1917 and 1925 barley occupied first place (from 46 to 59 per cent of the cultivated land), then followed spring and winter rye (from 30 to 39 per cent), spring wheat (from 6 to 13.6 per cent) and oats (from 1 to 5 per cent).

In addition to cereal plants, potatoes should be mentioned. In 1900–1910 these were grown on 700 acres. No other vegetables are cultivated by the Yakut. But Russians living in the suburbs of the cities grow many kinds of sweet herbs, onions, melons, watermelons, etc. The harsh winter of Yakutsk Province has its compensation in the warm summer, the abundant sunshine of its long clear days and the continentality of climate in general. Because of these climatic conditions, the possible period of plant growth is much shorter in Yakutsk Province (central and southern parts) than in countries lying much farther to the south. Thus the average maturation period for barley is seventy-one days, wheat, seventy-seven days, and spring rye, eighty days.

Agricultural methods are still primitive. Some Yakut continue to use the iron spade for tilling. Few possess iron plows; harrows with iron instead of wooden teeth are a great luxury.

2: Jochelson E-5 (1884-1902) 1933 Yakut

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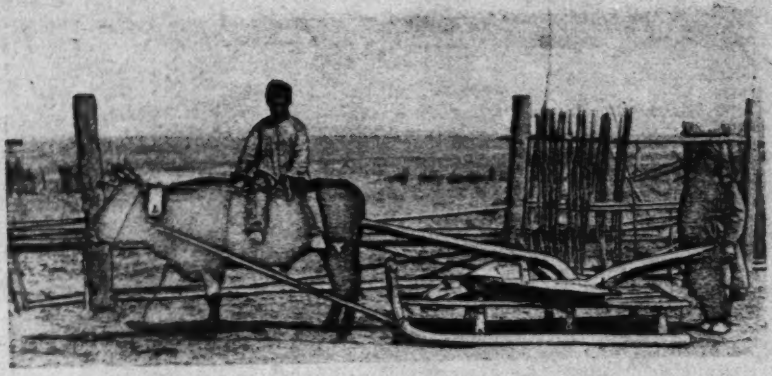

*a*

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*b*

Fig. 77. Yakut Agriculture and Methods of Transportation. *a*, A Yakut man and woman transporting a plow on an ox-drawn sledge; *b*. A Yakut man and woman plowing.

Fig. 77*a* shows a Yakut man and woman transporting a Yakut plow on an ox-drawn sledge. The method of plowing may be seen in Fig. 77*b*. A model of an ox sledge is illustrated in Fig. 78. Even in summer it is much easier to transport freight on sledges where there are no roads.

### Transportation

Outside the City of Yakutsk, the use of the wheeled cart, adopted from the Russians, is very limited throughout the Province. Roads suitable for wheeled transport are rare. They extend only 1036 kilometers: from Yakutsk to Viliuisk (600 km.) and from Viliuisk to Suntar (436 km.). I myself had the opportunity to use a wheeled cart when traveling from Yakutsk about sixty miles to the east to the Churupcha settlement.

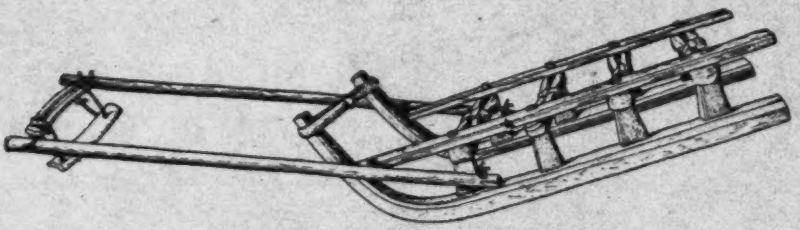

Fig. 78 (70-8832). Model of an Ox Sledge.

All the other roads are swampy and in summer were passable only on horseback; even this means of transportation is very difficult, particularly in the northern districts. In winter sledges are everywhere drawn by horses; in the northern districts reindeer and dogs are also used. Many Tungus, Lamut, and Yukaghir use the reindeer for riding, particularly in the mountainous districts between the great rivers. In summer small steamers ply the Lena and Viliui rivers. On the Yana, Indighirka, and Kolyma rivers and their tributaries large boats are used for carrying freight as well as for passengers. During the winter freight carried on pack-horses or by reindeer sledges from the shores of the Okhotsk Sea (Okhotsk, Yamsk, Ayan or Ola) over the mountains to the upper course of the Kolyma River, is floated down on pontoon-like rafts consisting of two large boats covered with a bridge. Such rafts are provided with a rudder and are propelled with long poles. As they cannot be poled up the river they are sold to the inhabitants of Nishne Kolymsk, who make boats of different sizes from them. Recently I learned that a steamer coming through Bering Strait now visits Nishne Kolymsk every summer, bringing flour and other commodities for sale or exchange for furs.